

Shipping

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RECORD LIST OF PASSENGERS

TRAVELS IN LINER PERSIA

The largest number of passengers ever carried in the Pacific Mail liner Persia sailed for San Francisco at noon today, when the crack intermediate steamer pulled away from Alakea wharf with nearly four hundred souls.

The Persia, from Hongkong by the way of Shanghai and Japanese ports, came into the harbor shortly before 7 o'clock last evening.

Captain John Hill reported a fine trip across the big pond. The cabin passengers include a number of "wire" and for this reason meriment reigned supreme throughout the voyage.

The Persia carried 401 passengers from Japan at Honolulu, 254 of whom left the vessel at the Paradise of the Pacific. Included in the list are a dozen or more returning missionaries. The length of stay made at this port gave ample opportunity for the through passengers to enjoy the beauties of the island. Oriental cargo to the amount of 350 tons was discharged, this included shipments of beans, firecrackers, gunnies, matting, medicine, curios, oil, seeds, silk, soya, tea and sundries.

The departure of a score of members of the Hughes Musical Comedy Company for the Coast in the liner brought a crowd of ardent admirers to the wharf before the hour of sailing. Tantalized as was the leavetaking in many instances, the occasion served to interest a large number of spectators.

The prediction is freely made on board today that several changes may follow in the personnel of officers up on the arrival of the Persia at San Francisco.

Freighter Minnesota Launched.
General Freight Agent C. P. Morse of the local agency of the American Hawaiian Line has received some details of the launching of the big new freighter Minnesota, soon to take its place in the Pacific service.

At the yards of the Maryland Steel Co., Sparrow Point, Md., the steamer Minnesota was launched for the American-Hawaiian Steamship Co. This vessel is the first of five 10,000-ton steamers contracted for by the A-H line and it has since been decided to build three more, the intention being to have the eight new cargo carriers completed in time for service when the Panama Canal is opened. The American-Hawaiian Company has had a remarkable growth in the last fifteen years until now it owns the largest and finest fleet flying the American flag. Its large freighters have a total cargo capacity of 225,500 tons and when the eight new vessels are completed it will have a fleet of 26 steamships with a capacity for 302,000 tons and when the eight vessels are completed it will be equipped with passenger accommodations should it be deemed advisable to enter the passenger business upon the opening of the new waterway.

In addition to the five big liners contracted for, the company has decided to build three 10,000-ton steamships, and work on them will be started in time to add all eight to the vessels in service by the time the Panama canal is opened for traffic.

The American-Hawaiian is now the largest of the American steamship companies and one of the best equipped freight handling organizations in the world. Its first steamship was the California, which made her maiden voyage as an army transport during the Spanish-American war. Since then the American-Hawaiian company has built up a fleet of first-class freighters, with a total cargo capacity of 225,500 tons. The completion of the eight new vessels will bring the fleet of the company up to a total of twenty-seven steamships, with a total cargo capacity of 302,000 tons.

Fine Hauls Over Morton's Head.

A stiff fine haul over the head of Captain Henry E. Morton, master of the big Pacific Mail liner Mongolia, who has now been given command of the private yacht belonging to a French nobleman, according to a story brought from the coast. A rich haul of opium was made aboard the Mongolia during the stay of the liner at San Francisco by Customs Inspector Ephraim E. Enlow, who recovered 147 tins valued at \$5000, stored away in the hold. The tidley is the air space around the smokestack, and while examining this Enlow observed that one of the tins had been tampered with. He took the tidley to pieces and recovered the opium.

Customs Collector Stratton has requested the United States District Attorney to file an information against Captain Henry E. Morton, master of the Mongolia, for 200 tins found on the vessel, which will result in a fine of \$1100.

As soon as Deputy Customs Surveyor Charles H. Blinn heard of the Enlow seizure he placed the whole force of inspectors to search the vessel made brings the total amount of opium found on the Mongolia to 207 tins, valued at \$8000. Enlow says the entire engine room force and a considerable number of the crew must be engaged in the smuggling con-

spiracy. It is believed that United States District Attorney McNab will take quick action against Captain Morton in the way of collecting the fines. During Morton's administration the Mongolia has been seen only to the Siberia in the quantity of opium smuggled into this city. There is a fine of \$100 outstanding against him on a former voyage.

Captain Morton has arranged to take charge of the yacht of the Duke de Montpensier, a nephew of the deposed King Emmanuel, and that he will navigate the yacht around the world. The Federal authorities purpose to collect the fines imposed against the Captain before he can get away.

Amend Life Boat Regulations.
The executive committee of the Board of Supervising Inspectors at Washington D. C., has remodeled the regulations recently adopted by the board requiring ocean-going and coastwise vessels carrying passengers to carry lifeboats and rafts sufficient to accommodate every person on board, including the crew.

The regulations as amended provide that one-half the lifeboat equipment on ocean-going vessels may be in apiece and St. Paul, Puget Sound line boats. Coastwise steamers carrying passengers must be equipped with sufficient life rafts, or collapsible life-alls, all persons on board, including the crew, except that from May 15th to September 15th, both inclusive, boats for 60 per cent only of passengers and crew must be provided and two-thirds of the equipment may be in lifeboats and collapsible lifeboats.

Between the same dates, bay gers must have life equipment for 30 per cent of all persons on board, but in places where the water is not deep enough to submerge the vessel in time of disaster or whose routes lie at all points within five miles from land only 10 per cent of the persons on board need be provided for.

Fourthly, the equipment may be in lifeboats or collapsible lifeboats. River steamers carrying passengers must have life saving equipment for only 10 per cent of all on board.

Fertilizer on the Way.
Much fertilizer destined for the Hawaiian Islands is on the way from Europe and Central and South America, according to advices received by Norman Watkins of the Hawaiian Fertilizer Company.

In the cargo to arrive at this port in the Japanese freighter Bujo Maru, on or about July 15th, there is a considerable quantity of nitrates from the Central American fields.

The British ship William T. Lewis, has been chartered to bring a full shipment of phosphates and fertilizer material from European ports. This vessel is soon to be under way.

The Harrison Direct Line freighter Politician, one of the large cargo carriers operated by the company is understood as bringing two thousand tons of fertilizer. This vessel is expected to arrive here the middle of the month.

New Oiling Stations.
Seven new oiling stations are to be opened July 1st on the west coast of South America, which will greatly facilitate the use of oil as fuel exclusively in merchant and naval vessels plying the Pacific. These stations are located at Talita, Tocopilla, and Oquique in Chile and at Junin, Pisagua, Callao and Payta in Peru. Great quantities of California oil are being shipped to the West Coast. Other stations are to be established on the eastern coast and on the Mexican Pacific coast. It is expected that in the near future the American coast will be circled with an adequate number of oil bunkering stations.

Up to the present time there have been practically no oil stations between Baltimore and the Horn, and this has shortened the cruising radius of steamers equipped with oil burners.—Chronicle.

A considerable shipment of live stock is expected to arrive here on July 5th in the American-Hawaiian freighter Columbia. This vessel is bringing New York cargo transhipped at Tehuantepec, which left the East coast of the United States in the Georgian on May 10 and the Kutchukian on May 16th. The Columbia also picked up freight for the Islands at San Francisco, Seattle and Tacoma. Puget Sound cargo up to June 26th is aboard. The Columbia will load the regulation 12,000 tons sugar at the several ports of call.

A few days ago over four million cigars, arrived at Honolulu, but they did not remain here. The "smokes" in question were a part of a big shipment of Manila cigars, shipped in the Japanese liner Tenyo Maru and consigned to mainland importers. The cigars came from a score or more factories doing business at the Philippine capital. The Tenyo carried an aggregate of 4,125,000 weeds. In addition to this there were on board the Tenyo 600,000 cigarettes and hundreds of tons of copra and hemp, destined to the mainland.

WEATHER TODAY

Temperature—6 a. m., 73; 8 a. m., 77; 10 a. m., 78; 12 noon, 80; minimum last night, 72.
Wind—6 a. m., velocity 2, direction Northeast; 8 a. m., velocity 11, direction East; 10 a. m., velocity 5, direction Northeast; 12 noon, velocity 6, direction East. Movement past 24 hours, 153 miles.
Barometer at 8 a. m., 30.05. Relative humidity 8 a. m., 57. Absolute humidity 8 a. m., 5.678. Dew-point at 8 a. m., 61. Total rainfall during past 24 hours, Trace.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange.)

Britisher Still Holds the Record.
PORTLAND, Ore.—Shipping men were much interested in the receipt of a message by the Merchants' Exchange that the French bark Pierre Antoine had arrived at Brow Head, near Queenstown, from Portland, with a cargo of wheat, after a record-smashing passage of 84 days. But a few minutes later another message came to the Exchange, stating that the vessel to arrive out was not the Pierre Antoine, but the Norwegian ship Sierra Miranda, which sailed from Portland January 18.—The Norwegian completed the run in 147 days, which does not hardly come up to the average passage.

The British ship Calloch, Captain Phillips, continues to hold the record passage from this coast to Queens-town. In 1879 she completed the run from the Columbia River in 89 days, and no other windjammer ever came anywhere near approaching that showing. The Calloch was under charter to Henry Hewitt & Co., and she carried a cargo of wheat.

Palatial Liner Under Way.
Reports received by officials of the Pacific Coast Steamship Company from G. W. Dickie, superintendent of construction of its new passenger liner building at the plant of the New York Shipbuilding Company, Camden, N. J., state that the vessel is well under way. The new liner will not only be the handsomest and most elaborately furnished vessel plying in the coastwise service, but one of the safest ever constructed. In addition to a double bottom and ten watertight bulkheads on each side of her boiler room, six feet from the hull, extending from the inner bottom to the upper deck. This will minimize the danger of sinking in case of collision, in which the vulnerable part of the hull meets the force of contact. The new vessel is the first of two palatial steamships to be built by the Pacific Coast Company. She will be 17 per cent larger than the President and Governor.

Tacoma Still on Japanese Steamship Map.

TACOMA, June 15.—Edwin Arrett, local manager of the Osaka Shosen Kaisha, or Osaka Mercantile, Steamship company, says there is no truth in the report published in a San Francisco newspaper recently that the line intended to abandon Tacoma and make San Francisco a port of call. This statement was credited to Komada, a representative of the accounting department of the company, who was appointed assistant manager. Komada was on an annual audit to the agencies when in San Francisco. The Osaka Shosen Kaisha has a traffic agreement with the Chicago, Milwaukee and St. Paul, Puget sound line.

Mary E. Foster Prepares to Sail.

With the last of the Pacific coast lumber leaving the vessel the American schooner Mary E. Foster is being made ready for sea and it is expected that this vessel will get away from Allen and Robinson wharf not later than Wednesday. With the departure of the Foster, the sister ship Helene will be shifted to the wharf, where to be discharged of a full shipment of lumber consigned to Allen and Robinson.

Mauna Kea Back From Hilo.
Bringing seventy five cabin and thirty deck passengers, besides a general cargo the Interisland flagship Mauna Kea is an arrival at the port today. Purser Phillips reports a pleasant trip homeward. A large percentage of the arriving passengers in the steamer visited the volcano. The vessel met with light trades, and fine weather both going and returning from the

Big Island. The Matson Navigation steamer Enterprise and the schooner S. T. Alexander were the only deep sea vessels at the port of Hilo, at the time of departure of the Mauna Kea for Honolulu.

Hawaii Sugar.
A marked reduction is noted in the amount of sugar remaining at warehouses on Hawaii according to a report brought to this city by Purser Phillips of the steamer Mauna Kea. The following consignments are noted: Olua 10,000, Waikaka 5000, Hawaii Mill 5000, Hilo Sugar Co. 6500, Onomea 16,952, Pepeekeo 4300, Honoumua 14,000, Hakalau 4856, Laupahoehoe 22,000, Kawaiiki 7400, Kukaian 6,300, Hamakua Mill 22,000, Panuhau 4400, Honokaa 10,000, Kukuihaele 3,000, Punaluu 11,285, Honuapo 8567.

Queen Victoria Pays Toll to the Sea.
Shipping men have learned with regret that the British ship Queen Victoria, commanded by Captain Charles L. Baker, and well known at this port, has been long on the overdue list and is believed to be lost. The vessel left United Kingdom and is now out 201 days and nothing has been heard of her since she sailed. She has been given up by her owners, according to European advices.

Mary Foster to Sail Today.
The schooner Mary Foster, having been discharged of a full shipment of lumber is being fumigated today preparatory to departure for sound ports. The vessel is expected to be dispatched this afternoon.

SHERMAN BRINGS COAL FOR PORT

The United States army transport Sherman from Manila, by the way of Nagasaki, Japan; is understood to leave a goodly shipment of Japanese coal at the port of Honolulu during a brief stay to be made here.

The local quartermaster department has of late been experiencing shortage of fuel. The army coal pile for some months past has been depleted to such extent that Uncle Sam has been making purchases of the needed coal from the local market.

It is reported that the United States government will again maintain a stock of fuel at Honolulu and in order to replenish the coal pile, each transport on arrival from Nagasaki, will discharge sufficient coal at least to supply the outgoing transport.

The placing in commission of a big transport Dix is said will mean that a large consignment of Japanese fuel will arrive here within a few months.

CAPTAIN RILEY IS ILL.

Officers in the Pacific Mail liner Persia on arrival at Alakea wharf could hardly believe their eyes, when coming along side the dock, the familiar features of Captain Riley, wharf superintendent for H. Hackfeld & Company, were conspicuous by their absence. The genial Riley is quite ill at his Waikiki home, an attack of quinine laying low the "Irish Consul," and keeping him within his apartments.

The trouble is not so serious but that the King of Alakea wharf will again hold court, within a few days, judging from the rather encouraging bulletins sent in from the front.

FAREWELL SAID TO MAJ. WILLIS

An interesting farewell supper was given at the Salvation Army hall last evening for Major J. Willis, by the members. It was a very enjoyable social event. The table decorations were very pretty and the viands tempting. General expressions of regret were made over the Major's farewell and incidents both touching and laughable were recalled. Finally everyone pledged themselves with a hand on the golden-starred Army flag to renewed faithfulness and devotion to the work.

The day for the reception to Col. Cox at the Manoa valley Salvation Army Home has been changed from Saturday, July 6, to Monday, July 8, between the hours of 2:30 and 5 p. m. A general invitation to attend is given the public.

COLORADO SAILS; EXPECTS TO WIN GUNNERY PRIZE

At 11:15 this morning the cruiser Colorado worked her way from her berth at Navy slip No. 2 into the channel, carefully dodging the marine railway dolphin which caused her so much trouble on a previous visit, and as soon as the turn had been successfully accomplished, steamed away for Bremerton, where she will undergo boiler repairs.

The departure of the Colorado meant that the 4th of July boosters were unsuccessful in having her held here over the Fourth on authority from Washington, which failure was a distinct disappointment to the five wires who are trying to make the Nation's birthday the biggest day in Honolulu's history.

The cruiser did not fly any silken "homeward-bound" pennant, her stay in the Far East having been too brief to have her return considered in the light of a real event. At that, there are on board about 800 officers and men who are mighty glad to be on the last leg of the voyage.

Return Uncertain.
Just when the California and South Dakota are to be expected here is uncertain. Just before leaving, Captain William A. Gill, the Colorado's commander, gave a Star-Bulletin reporter some interesting facts on the present situation in the Far East.

"I think from all I can hear that matters will remain in a very unsettled state for some time, and that it will be years possibly before conditions return to the normal," said Captain Gill. "You see, a republican form of government is so far removed from the traditions and thought of the Chinese people that they are at sea with one. For hundreds of years certain men there have been trained to do certain things. It has been the men of old family, specially educated for their work, that have administered the government. The great proportion of the populace never dreamed of having a voice in the nation, and now that they suddenly find themselves with a vote, they are upset."

Captain Gill stated that it was understood the flagship was to cruise in China waters for a while before returning to the Coast, but he did not know for how long. The orders sent to the California and South Dakota, to proceed home, issued June 19, were news to the Colorado contingent. It is thought that the two armored cruisers now remaining in the Far East will spend a month in China, and then return to their regular station on the California coast, via Honolulu.

After Gunnery Trophy.
That the Colorado has a splendid chance of bringing the gunnery trophy of the navy back to the Pacific fleet, is the good news brought by the cruiser itself, which docked at navy slip No. 2 yesterday morning. The Colorado is en route from Olongapo to Bremerton navy yard, to undergo a thorough overhauling, and possible change in her boilers.

In fall target practice the Colorado stood No. 1 in the entire navy, and officers and men think that she has a good chance of standing 1 or 2 in spring battle practice, which would undoubtedly give her the coveted trophy. Two years ago it was won by the Maryland, but last year it was carried off by the Atlantic fleet, and to get it back to the Pacific would reflect great glory on every fan Jack aboard, from the captain to the smallest music.

"I am well pleased with the showing made," said Captain William A. Gill. "It all depends on what relative value they place on night practice and day practice, for in the former we were penalized, while in the latter we made an excellent record. The Colorado has no chance for the general efficiency pennant, for we did not make the full speed runs, and couldn't pass the engineering qualifications, but we have a splendid chance to bring the gunnery trophy back to the Pacific fleet."

Politics may be all right as a game but not as a business. It doesn't take much red hair to tint up several generations.

A woman's idea of being beautiful is to have some man tell her so. And a man is scared ninety-nine times for every time he is actually hurt.

During courtship a man boasts of his income, but after marriage he grows about the outgo.

PASSENGERS BOOKED

Per str. Mauna Kea, for Hilo, via way ports, July 3.—J. S. Walker, son and servant; Mr. and Mrs. A. M. Brown, Miss Bella Weight and maid, Mrs. Frank Woods, Mrs. R. Hind, Mrs. Hind, Paul Schmidt, R. K. Chillingworth, H. W. Mist, Mr. and Mrs. J. C. Cohen, Mrs. F. W. Carter and daughter, Mrs. Mary A. Crewes, Miss E. Carter, Miss H. McCriston, Margaret Hind, Mona Hind, Eva Hind, Maud Hind, Mrs. James Hind, Mr. Buckley, Mr. Medeiros, August Dreier, Alex. Desha, Mr. Markham, H. P. O'Sullivan, J. H. Hakuole, Eben Cushman, Elva Caldeira, Annie Goino, Miss M. D. de Harnes, Miss Saffery, Miss De Fries, Mrs. C. E. Wright, Miss G. Macey, Miss G. Reinhart, Miss G. E. C. Shaw, Miss O. Aloa, Miss C. T. Dodge, H. M. Ayres, D. McCriston, Mrs. A. Ebsent, H. A. Lelco, Mr. and Mrs. C. A. Cottrell, A. Crapp, C. E. McCarthy, Mr. McCarthy, Mr. McIntyre, En Sue, Mr. Fraser, Mr. Greig, Mr. Low, Val Marcallino, Miss Kamakawioole, Miss L. Harrison, A. H. Myhre, Norman Lucas, Clarence White, A. Harrison, Rev. D. Wallace, T. F. Jensen, Miss N. Brookner, A. G. Horner, C. B. Porter, Mrs. Paul Smith, Miss M. Matthews, Mrs. Stewart, Miss E. Ting, Miss A. Ting, Woods Low, Fuller Low, John Low, Mrs. E. P. Low, Elizabeth Low, Laura Low, Miss Laura Jarrett, Mrs. J. A. Maguire, J. A. Maguire, James Hind, J. O. Carter, Robert Hind, P. Frendoff Geo. Dwight, Fred Jamieson, J. B. Walker, C. W. Lucas, W. Bailey, Mrs. Nawahi, Mrs. Edward Like, Mr. Wadman, H. Lindsay, A. L. Ruddle and wife, S. Onokea, H. M. P. Rose, Joe Blash, Miss H. Munden, Miss Munden, Miss J. Gerry, Mrs. Clinton and infant, Mr. and Mrs. H. Munden, Miss Thelma Munden, Hattie Kama, Laura Anderson, J. L. Coke and friends, G. R. Dodds, wife and four children; Mrs. L. A. C. Parish, Alka Parish, Mrs. D. D. Wallace, Mrs. Russell, Mary Apo, Miss G. Gault, Miss M. Cooper, Deany Leary, W. Bauer, John, Johnny McCarthy, S. D. Koli, R. J. Buckley.

Per str. Claudine to Kahului, July 3.—Mrs. H. Gooding Field, Miss P. Deinet, R. B. McGrew, E. B. McGrew, E. Melanphy, Frank Amoy, Eddie McCriston, A. J. Paresa, Mrs. D. Richardson, Mrs. Richards, F. C. Borden, Geo. Makalena, Lee Hoy, R. C. Wood, Sam Alina, Wong In, K. C. Wong, Bunny Dung, Ahong, Tan Lo, Q. Wong, L. Yau, Miss Catherine Clark, Kamal Kaahue, William Lelco, W. Patey, P. H. Dodge, Antonio Oliveira, C. O. James, W. H. Crawford, wife and two children, Miss Emily Crawford, Mr. and Mrs. Keanu, Miss C. Lee, Mrs. I. Wright, Mrs. Wright, L. P. Rego, Miss Sarah Fern, Miss M. Fern.

The last of the coal brought from Japan and consigned to the Interisland was discharged at noon today and the vessel was shifted to the Bishop wharf to make room for the Norwegian steamer Guernsey at the coal slip. The Guernsey brings five thousand tons coal from Newcastle.

All the seats set apart for the world's critics are occupied.

ODDS AND ENDS AT THE PORT

A quantity of coal was supplied the Pacific Mailer Persia during the stay made at this port.

The Matson Navigation liner L. V. line from San Francisco with passengers and general cargo will berth at Hackfeld wharf, on arrival here tomorrow evening.

A big delegation of friends and admirers of a score of members of the Hughes Comedy Company gathered at Alakea wharf at noon today to witness the departure of the liner for the coast.

PASSENGERS ARRIVED

Per P. M. S. S. Persia, from the Orient, for Honolulu, July 1.—William Loftus, A. E. Lowrie, Miss C. McGarthy, Miss M. McCarthy, Count H. Keyserling, Mrs. S. Sadayasu, Miss C. Sadayasu, For San Francisco: E. V. Abry, Mrs. E. V. Abry, Master Joseph E. Abry, Fred Baker, C. A. Biddle, Mrs. C. A. Biddle, Miss Eleanor Biddle, W. S. Boston, H. Caldwell, Mrs. M. B. Cameron, Miss E. M. Chambers, J. A. Chenault, Mrs. J. A. Chenault, Master Elmer L. Chenault, Thomas Coombs, Mrs. T. Coombs, Miss Doris Coombs, Miss Lillian A. Drane, Martin Ekvall, Master Henry Ekvall, Miss Grace Ekvall, Miss Irene Ekvall, Miss A. Galbraith, R. W. Gordon, F. A. Gustafson, Mrs. F. A. Gustafson, J. J. Hayes, Dr. W. T. Hufferman, S. W. Hibbard, C. H. Holt, Miss Edith F. Jones, Mrs. G. D. Lindy, A. E. Lowrie, E. S. Mohler, Mrs. E. S. Mohler, Master Harry A. Mohler, Master Jack E. Mohler, Mrs. E. Morgan and 7 servant, Master James O. Morgan, Miss Lady Morgan, Rev. O. Neussman, Mrs. O. Neussman, Rev. N. Peroy Peroy, V. G. Plymire, Miss H. P. Robbins, Mrs. A. Rousant, F. T. Robins, Mrs. R. C. Sheldon, C. F. Snyder, Mrs. C. F. Snyder, Mark Templeton, Wong To Chang, Miss Ines Woolfe, From Yokohama: R. Bakes, Mr. Bakes, W. H. Bean, H. B. Deagberry, A. Gillespie, Mrs. Z. L. Haintsen, K. Ishikawa, R. I. Johns, Mrs. M. Lewis, Prof. D. H. Macgregor, R. Moreau, Mrs. A. L. Mytton, Mrs. G. B. Prescott, G. Short, S. Takano, A. Tidwell, M. Yamaki.

Rithee Soon Away With Sugar.
The bark R. F. Rithee has been given a full shipment of sugar, and the vessel will probably sail for San Francisco tomorrow. The Rithee has been at this port since June 10th at which date the vessel arrived with a cargo of general merchandise from San Francisco.



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"Yacht Hawaii Second"
"Homesteaders Want Money back"
"Lyle A. Dickey, Kauai Judge"
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